

20000417.ba v02_n869.bam.20000417

>From ???@??? Mon Apr 17 14:37:39 2000 -0500
Message-Id: <200004171930.e3HJUv909462@sco.theporch.com>
Date: Mon, 17 Apr 2000 14:30:54 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2869

BOATANCHORS Digest 2869

Topics covered in this issue include:

- 1) Re: Mackay 3010C Cogged Belts
by JACK IVERSON <jackiv@juno.com>
- 2) Re: LM info WTD
by Gary Schafer <gschafer@mediaone.net>
- 3) General Radio 619E, what is it?
by Richard Post <post@ouvaxa.cats.ohiou.edu>
- 4) Info. needed, GL-434A tube
by W7QH0@aol.com
- 5) Push-push doublers?
by William Fuqua <Wlfuqu00@pop.uky.edu>
- 6) Re: Synchrosopes
by "McGregor" <cbmcg@gte.net>
- 7) Re push-push doublers
by philip mccooy <dgnova@erols.com>
- 8) Re: P51 Mustang
by "Tom Clarke" <fclarke@erols.com>
- 9) Re: LM info WTD
by Bob Roehrig <broehrig@admin.aurora.edu>
- 10) Re: Re push-push doublers
by Bob Roehrig <broehrig@admin.aurora.edu>
- 11) Drake 2A Problem
by Lynn Fisk <k5lyn@mail.smithsys.net>
- 12) Need schematic for a Central Electronics 20A exciter
by "Brickey, Peter" <peter.brickey@compaq.com>
- 13) Re: Mackay 3010C Cogged Belts
by "Sandy W5TVW" <ebjr@i-55.com>
- 14) Dow-key DKC-RFB Broadband Preamp
by Alvin J Bernard <ni4q@juno.com>
- 15) Re: LM info WTD
by Lenox Carruth <carruth@geo-thermal.com>
- 16) Command Set display
by Lenox Carruth <carruth@geo-thermal.com>
- 17) LM, BC-221 Calibration Books
by "Richard Brunner" <rbrunner@gis.net>
- 18) Re: Commercial Telegraph License

- by Gary Schafer <gschafer@mediaone.net>
19) BC-474 SCR-288 MIL RADIO KEY WEB PAGE
by David Stinson <arc5@ix.netcom.com>
20) Re: P38s
by Jderm740@aol.com
21) WANTED TO BUY--HALLICRAFTERS P-26 POWER SUPPLY
by JOHN.SEHRING@ecunet.org
22) RE: LM, BC-221 Calibration Books
by "Ed Tanton" <n4xy@att.net>

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Mon, 17 Apr 2000 11:06:37 -0500
Subject: Re: Mackay 3010C Cogged Belts
Message-ID: <20000417.111802.-434841.0.jackiv@juno.com>
MIME-Version: 1.0
Content-Type: text/plain
Content-Transfer-Encoding: 7bit
From: JACK IVERSON <jackiv@juno.com>

We will see if this may help:

Most all of the commercial v-belt and bearing houses carry the "cogged" belts. If you have the old one use that as a sample and the counter people can identify the belt and give the proper part number. This applies to Zenith trans. oceanics, Halli FPM-300 and others hiding out there. If you can't find the companies, they are usually in the commercial yellow pages. WW GRAINGER has them also but you must have the part number.
old jack

On Mon, 17 Apr 2000 09:39:48 -0400 "Richard Brunner" <rbrunner@gis.net> writes:

> A test for the Institutional Memory of this august group!
> Sometime in the last year someone came up with a source or
> substitution for
> the cogged belts (Gilmer belts?) used in the ITT- Mackay 3010C
> receiver. In
> my archives I don't find nuthin.
>
> Richard Brunner, AA1P, rbrunner@gis.net

Message-ID: <38FB3A95.DA22836A@mediaone.net>
Date: Mon, 17 Apr 2000 12:23:49 -0400
From: Gary Schafer <gschafer@mediaone.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: LM info WTD
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Bob Roehrig wrote:

> On Mon, 17 Apr 2000, Gary Schafer wrote:
>
> > Art, Weren't the calibration books serialized ? Didn't each 221 have it's
> > own individual calibration book for that machine only ? I don't think one
> > book will work with another machine. Or am I getting that confused with the
> > old Singer unit that Motorola sold as the T-1020.
>
> Yes, each LM and BC-221's also, were individually calibrated but it is
> likely that except for the dial reading for a particular frequency, the
> pages are probably laid out the same.
>
>

Hi Bob

That's what I am getting at. Unless you have the original book for the particular 221, any other one is useless. Without the original cal book you do not know what freq the unit is on. The only way to recreate that is to do a manual point by point calibration of the unit. Unless it is to be put on the shelf just to look at and not used.

73
Gary K4FMX

Message-Id: <v03007801b520ec80e80e@[132.235.46.157]>
Mime-Version: 1.0
Content-Type: text/enriched; charset="us-ascii"
Date: Mon, 17 Apr 2000 12:39:59 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Richard Post <post@ouvaxa.cats.ohiou.edu>
Subject: General Radio 619E, what is it?

A ZL ham wrote to the Museum of Radio and Technology requesting information on a General Radio 619E which he identifies as a receiver.

He says, "I would imagine late 30's early 40's. It has one regenerative detector stage plus two stages of audio and has plug in coils. It was manufactured by GR in Cambridge Mass. If you can advise any information I would be very pleased to learn what it was used for.

Many thanks in advance. Kind Regards from Wellington New Zealand."

I don't have a GR catalog that includes the 619E. What is it?

Thanks,

Rich

<fontfamily><param>Geneva</param>Boatanchor Pix website - KB8TAD

<http://oak.cats.ohiou.edu/~postr/bapix/>

webmaster - Museum of Radio and Technology

<http://oak.cats.ohiou.edu/~postr/MRT> </fontfamily>

From: W7QHO@aol.com
Message-ID: <75.3214a88.262ca0ca@aol.com>
Date: Mon, 17 Apr 2000 13:15:54 EDT
Subject: Info. needed, GL-434A tube
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

All,

Still looking for any information on the General Electric GL-434A
transmitting
triode. Thanks.

Dennis DuVall, W7QHO
Glendale, CA

Message-Id: <4.2.0.58.20000417130149.00a35100@pop.uky.edu>
Date: Mon, 17 Apr 2000 13:17:44 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: William Fuqua <W1fuqu00@pop.uky.edu>
Subject: Push-push doublers?
Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"; format=flowed

At 11:23 AM 4/17/00 -0500, you wrote:

>Were these ever found in ham-jobs?

Yes, just look at one of the 50's Collins Amateur Radio Handbooks.

The one I have has a Push-Push 829B in a 3 tube 70 watt transmitter.

But the 7C5 (6V6)

>must be run non-linear (class C) to get it to work & WOW, the
>3rd-harmonic & up stuff is notable

The push-push is still non-linear. If it was in class A you would get no output.

If you operated AB you would have zero crossing distortion. If you operated exactly at cutoff you would get all even harmonics.

>So why dint ham-job metal-benders use 'em? Guess split stator caps @
>input or output made the difference in \$\$\$ between the stone-age
>method & this.

In the 60's hams wanted to get away from the split stator capacitors and go single ended. What is the sense of using tetrodes if you can't save money by eliminating the split stator capacitors.

It doesn't matter if you operate push-push or single ended the efficiency mostly depends on the conduction angle. However class C triodes are a bit more efficient than tetrodes or pentodes.

73

Bill wa4lav

Message-ID: <000801bfa892\$e6490560\$82020f3f@kid>

From: "McGregor" <cbmcg@gte.net>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: Synchrosopes

Date: Mon, 17 Apr 2000 10:31:54 -0700

MIME-Version: 1.0

Content-Type: text/plain;
charset="iso-8859-1"

Content-Transfer-Encoding: 7bit

It sounds like the same name has been used for multiple devices. I remember the electro-mechanical devices from power engineering classes back in school. Another device turns up in early radar literature.

A synchroscope is described in Vol 1 of the MIT Rad Lab series as " a laboratory version of a radar A-scope". This would make it what we call a triggered-sweep oscilloscope today. Perhaps in the 1940's they felt a need to discriminate between a scope with "wideband" vertical amplifier and a triggered, calibrated horizontal sweep and the oscilloscopes of the day which tended to have vertical bandwidths in the kilocycles/sec and rather nonlinear, almost non-synchronizable horizontal sweeps (or sometimes just a horizontal amplifier for displaying lissajous patterns).

I've seen one such unit, long ago, and don't remember its nomenclature but it was called a synchroscope. It was a big, heavy, black box about the size of a GR standard signal generator. The display was viewed through a small doghouse that stuck out of the top center of the front side of the cabinet. Its video bandwidth and sweep capabilities were so limited compared to a Tek 545 that I had no interest in it, at any price.

Guess we owe a lot to the guys at Tektronix.

--Chuck N7RHU

Message-ID: <38FBF49A.2910F046@erols.com>
Date: Tue, 18 Apr 2000 01:37:30 -0400
From: philip mccoey <dgnova@erols.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re push-push doublers
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I think one of Frank Jones's transmitters used the push-push doubler. I think it used either type 53 or type 6A6 tubes.

I think the push-push double works as efficiently as a straight through amplifier, and doesn't need neutralizing.

Philip McCoy dgnova@erols.com

Message-ID: <012401bfa894\$543440c0\$f754e58c@nawcad.navy.mil>
From: "Tom Clarke" <fclarke@erols.com>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: <boatanchors@theporch.com>

Subject: Re: P51 Mustang
Date: Mon, 17 Apr 2000 13:42:40 -0400
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Interesting. Were the original lamps red as opposed to the current amber?
Usually red is reserved for items needing immediate action i.e. "Fire" or
gear, flap or spoiler warnings.

Tom/W40KW
Airplanes and Radios-life is good!

----- Original Message -----
From: "Dan" <hankarn@pacbell.net>
To: "Old Tube Radios" <boatanchors@theporch.com>
Cc: "Old Tube Radios" <boatanchors@theporch.com>
Sent: Sunday, April 16, 2000 7:15 AM
Subject: Re: P51 Mustang

> Hue, Correct. The BC-1206 was made by Stechtel Carlson for one and the
> BC-1023 marker receiver was about the same size which had an audio
> output plus it drove the 3 lights for Airway, Outer and middle marker
> lights on the instrument panel. The audio output was through the range
> filter box. The different tones of the 75 MC markers is what control the
> lights and also audio tone. The lights were red, white and blue. The CW
> ID normally was the first 2 identifiers of the station and the middle
> was the last 2 LAX, outer LA and AX for middle. with airports with more
> than one ILS or instrument approach of course their would be other ID's.
> I still have a BC-1206 in black wrinkle. The BC-1023's were all
> unpainted as far as I know. they were also mounted out of sight in some
> little nook or cranny on a shock mount.
>
> Hank
>

Date: Mon, 17 Apr 2000 12:57:15 -0500 (CDT)
From: Bob Roehrig <broehrig@admin.aurora.edu>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: LM info WTD
Message-ID: <Pine.OSF.3.96.1000417125604.18564A-100000@admin.aurora.edu>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

On Mon, 17 Apr 2000, Gary Schafer wrote:

> That's what I am getting at. Unless you have the original book for the particular
> 221, any other one is useless. Without the original cal book you do not know what
> freq the unit is on. The only way to recreate that is to do a manual point by
> point calibration of the unit. Unless it is to be put on the shelf just to look
> at and not used.

Only 2 ways to go: Either use one of the programs available or else go point by point with a freq counter - man that would take a long time - or else you always have to use a counter

"Nostalgia is a thing of the past"

E-mail: broehrig@admin.aurora.edu or k9eui@arrl.net 73 de Bob, K9EUI

CIS: Data / Telecom Aurora University, Aurora, IL

630-844-4898 Fax 630-844-4222

PLEASE PUT ALL REPLIES IN ASCII TEXT ONLY

Date: Mon, 17 Apr 2000 13:04:14 -0500 (CDT)

From: Bob Roehrig <broehrig@admin.aurora.edu>

To: Old Tube Radios <boatanchors@theporch.com>

cc: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: Re push-push doublers

Message-ID: <Pine.OSF.3.96.1000417130202.18564C-100000@admin.aurora.edu>

MIME-Version: 1.0

Content-Type: TEXT/PLAIN; charset=US-ASCII

On Tue, 18 Apr 2000, philip mccoey wrote:

> I think the push-push double works as efficiently as a straight through
> amplifier, and doesn't need neutralizing.

Yup - that is true. I modified an ARC-5 TX into a push-push final for use on 30 meters (VFO running on 5 MHZ). Then I ran it straight-thru on 40 by turning off one final filament (and of course switching tuned circuit parameters). The "dead" tube acts as a neut cap then.

"Nostalgia is a thing of the past"

E-mail: broehrig@admin.aurora.edu or k9eui@arrl.net 73 de Bob, K9EUI

CIS: Data / Telecom Aurora University, Aurora, IL

630-844-4898 Fax 630-844-4222

PLEASE PUT ALL REPLIES IN ASCII TEXT ONLY

Message-Id: <3.0.6.32.20000417131356.007d5420@mail.smithsys.net>
Date: Mon, 17 Apr 2000 13:13:56 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Lynn Fisk <k5lyn@mail.smithsys.net>
Subject: Drake 2A Problem
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Gentlemen, greetings. Not long ago, I picked up a nice Drake 2A, recapped it, and found it to be working well except on 80 meters, where it was pretty dead. After working on it most of a day, I finally figured out that the problem was the two gang variable cap that tunes the preselector--it was shorting together somewhere between the 40 meter position and the 80 meter area.

Several hours work only made the problem worse. There is not much space to work with there. And looking under the bottom, to consider replacing the whole thing, looks like a really bad job, with a circuit board and the band switch in the way. It looks like this whole end of the radio would have to be rewired to replace this variable cap.

My question is: Has anyone had this problem with the Drake 2A or 2B receivers before, and if so, was there a realistic solution, or do I have a nice looking, recapped junker here?

Thanks, and 73, K5LYN.

Message-ID: <418B8B7ACE69D111879B00805F6F281D0419AFCE@xcup-25006.mis.tandem.com>
From: "Brickey, Peter" <peter.brickey@compaq.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Need schematic for a Central Electronics 20A exciter
Date: Mon, 17 Apr 2000 11:13:30 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

Hi,

I am in the process of restoring a CE-20A exciter and have run into a problem in that the 'Carrier control has no effect on the output. Manual says that I should be able to vary the output with this control. My manual does not have a schematic and I really could use one as it will be a real pain to trace

out
the circuits.

Thanks,
Peter

Message-ID: <000501bfa898\$fca30260\$1764e7d0@sandy-s-pentium>
From: "Sandy W5TVW" <ebjr@i-55.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Mackay 3010C Cogged Belts
Date: Mon, 17 Apr 2000 12:13:31 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

>A test for the Institutional Memory of this august group!
>Sometime in the last year someone came up with a source or
substitution for
>the cogged belts (Gilmer belts?) used in the ITT- Mackay 3010C
receiver. In
>my archives I don't find nuthin.

>
>Richard Brunner, AA1P, rbrunner@gis.net
>

Some enterprising chap found a cogged belt the exact length, cog
pitch etc.,
but it was wider! He simply and very carefully cut it with a
sharp razor blade and made several belts from the one wide one!

As every 3010 owner should know by now....Mackay does not have
any
spares and hasn't supported this set for several years now.
Another
caveat is the fibreglass, two color, 16 mm. dial tape! These are
no
longer available. Someone was toying with the idea of getting
some made,
but I don't know what happened to this project.

Hopefully someone will come forward with more info/ideas.

73,
Sandy W5TVW
ex-Mackay technician

To: Old Tube Radios <boatanchors@theporch.com>
Date: Mon, 17 Apr 2000 14:20:38 -0400
Subject: Dow-key DKC-RFB Broadband Preamp
Message-ID: <20000417.142043.6638.11.ni4q@juno.com>
From: Alvin J Bernard <ni4q@juno.com>

WANTED: Schematic / instruction sheet for Dow-key DKC-RFB Broadband
Preamp.

Al, NI4Q

YOU'RE PAYING TOO MUCH FOR THE INTERNET!
Juno now offers FREE Internet Access!
Try it today - there's no risk! For your FREE software, visit:
<http://dl.www.juno.com/get/tagj>.

Message-ID: <38FB5B97.196D9988@geo-thermal.com>
Date: Mon, 17 Apr 2000 13:44:39 -0500
From: Lenox Carruth <carruth@geo-thermal.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: LM info WTD
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

One of the list members has developed a computer program that will allow you to recreate the calibration book for a BC-221 or LM frequency meter. Very simple, great program. This will make all of those meters missing their original calibration books useful. I assume that he does not mind me telling you this but I will allow him to identify himself as I know that he is now in the final testing of the program and it might not be quite ready for distribution.

Gary Schafer wrote:

>

> Bob Roehrig wrote:

>

> > On Mon, 17 Apr 2000, Gary Schafer wrote:

> >

> > > Art, Weren't the calibration books serialized ? Didn't each 221 have it's
> > > own individual calibration book for that machine only ? I don't think one
> > > book will work with another machine. Or am I getting that confused with the
> > > old Singer unit that Motorola sold as the T-1020.

> >
> > Yes, each LM and BC-221's also, were individually calibrated but it is
> > likely that except for the dial reading for a particular frequency, the
> > pages are probably laid out the same.
> >
> >
>
> Hi Bob
>
> That's what I am getting at. Unless you have the original book for the
particular
> 221, any other one is useless. Without the original cal book you do not know
what
> freq the unit is on. The only way to recreate that is to do a manual point by
> point calibration of the unit. Unless it is to be put on the shelf just to look
> at and not used.
>
> 73
> Gary K4FMX

--

Lenox

Lenox Carruth Dallas, TX carruth@geo-thermal.com
Collector of WW-II Communications Equipment and Memorabilia

Wanted: TBX-8 Antenna, Key, Canvas Case, Accessory Box

Message-ID: <38FB5E5F.7B8A1E06@geo-thermal.com>
Date: Mon, 17 Apr 2000 13:56:31 -0500
From: Lenox Carruth <carruth@geo-thermal.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Command Set display
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi,

I am trying to put together a working Command Set display for my office
to exposed the masses to radio the way it was. To that end, I need a
few items:

2 FT-260-A Local Control
1 BC-946-B Receiver

I want the BC-946 since it is the only receiver where I have a chance of hearing much during daylight (office) hours. I would take C-24/ARC-5 Local Controls in place of the FT-260s if available. Ditto with an ARC-5 receiver.

Thanks for the help.

--

Lenox

Lenox Carruth Dallas, TX carruth@geo-thermal.com
Collector of WW-II Communications Equipment and Memorabilia

Wanted: TBX-8 Antenna, Key, Canvas Case, Accessory Box

Message-ID: <008201bfa89e\$36e464a0\$7e3229d8@tnetcds>
From: "Richard Brunner" <rbrunner@gis.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: LM, BC-221 Calibration Books
Date: Mon, 17 Apr 2000 14:51:40 -0400
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Quoth:

"That's what I am getting at. Unless you have the original book for the particular 221, any other one is useless. Without the original cal book you do not know what freq the unit is on. The only way to recreate that is to do a manual point by point calibration of the unit. Unless it is to be put on the shelf just to look at and not used."

Why not do the calibration points manually, and use the program to print the book? The program interpolates between points, without errors. This would probably be more accurate than the machine-done army/navy jobs. This shouldn't be more than two days work.

Richard Brunner, AA1P, rbrunner@gis.net

Message-ID: <38FB6019.E04B7A5E@mediaone.net>
Date: Mon, 17 Apr 2000 15:03:53 -0400
From: Gary Schafer <gschafer@mediaone.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: ebjr@i-55.com, Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Commercial Telegraph License
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi Ed and Sandy

Maybe my post on this was a little to harsh. For that I apologize. My intent was not to belittle anyone's accomplishments, only to provoke a little thought on the subject.
It too was a proud moment when I got my ticket at the age of 12 or 13.

What kind of bothers me now is that the vast majority of hams that I run into any more are our age or older. There are not any new ones. I went to a local ham club meeting a few days ago. Not one young ham or prospect. When our generation gets over the hill there are none to follow us. There is no great attraction anymore like we might like to think.

As for the pride in ham radio, I think that has gone away many years ago. All of the talk of about how bad the bands are with poor operators and attitudes. Well fact is it is the old guys that are the problems! Guys with ham tickets, some for a long time.

As far as the esteem that goes with holding a ham ticket in the professional world, it is almost none existent. I have dealt with the commercial radio people for over 30 years in my profession. I found it best not to reveal to them that I was a ham until they knew me well, unless I first found out that they were also a ham. Even then I would often times not mention that I too was a ham. Why? Because hams have the reputation of thinking the ham ticket qualifies them as an electronic expert.

Most of the professional radio people are turned off by that. Most of the people that I dealt with were commercial radio license holders.

The license is an entry level requirement. Yes the license opens a few doors for you but if you don't progress from there all you will ever do is entry level work

As a general rule the guys that held the paper were more competent than

most but not always. Some of the none paper holders were way beyond the others. My point here is and was in the other post that I made, it is all what you do with what you have. Whether it is a degree from a university, a commercial radio license or a ham ticket. It is indeed a proud time when they are gotten but if you stay at that level, it is only the entry level, the starting point.

I have seen guys with commercial tickets that did not know whether to use a right handed or left handed screw driver to open the cabinet of the equipment they were working on and these were guys that were around for awhile too, others that were very sharp.

Ed and Sandy, I am sure that your commercial tickets served you well in the past. I am sure that you both have learned a great deal since the time you took the tests for your tickets (ham also) many years ago. Doesn't that seem like a walk in the park now? I don't think things are all that "dumbed down" today, I think that we have all just progressed a little more than we may realize.

I think the fun now is learning new stuff.

Best to all
Gary K4FMX

Ed Sieb wrote:

> I was holding off answering this, as some of what Gary
> said was valid. But Sandy has expressed much of what
> I feel.
>
> For me, achieving a ham ticket was a point of pride, and
> satisfaction. I got into Ham Radio back when there was
> still a great deal of pride in the ticket, and this attitude
> was instilled in me. Amateur Radio was still considered
> a kind of "old boys network" and holding a ham ticket
> still held prestige among those in the communications
> industry.
>
> As Sandy mentioned, I considered my call sign after my
> name to be somewhat like the "professional qualifications"
> a degree might denote. Accomplishment, pure and simple.
>
> Yes, the prestige is slowly vanishing from having a Ham
> Ticket. Maybe some kind of alternative certification is needed
> now? I hate to sound elitist (though I am), but maybe what
> we need is an "Ultra" class ticket? 15 (20) WPM, serious
> theory, drawings, essay questions... just like the exam I
> wrote 30+ years ago. I dunno either.
>

> Ed VA3ES

>

>

Message-ID: <38FB61AF.322F3203@ix.netcom.com>
Date: Mon, 17 Apr 2000 14:10:39 -0500
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BC-474 SCR-288 MIL RADIO KEY WEB PAGE
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

To everyone that was interested in the tough-to-find
BC-474 (SCR-288) telegraph key, you can see the
correct key with details at:

<http://www.arc5.com/arc5/infantry/scr288/288key.htm>

If you have this key, it's a good "trader"
as several people are looking for it.

73 DE Dave Stinson AB5S
arc5@ix.netcom.com

From: Jderm740@aol.com
Message-ID: <c4.2b94442.262cbbdd@aol.com>
Date: Mon, 17 Apr 2000 15:11:25 EDT
Subject: Re: P38s
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

I was in the Air Force during the Korean Cottiliion but thankfull never asked
to dance.

During that time I met a Master Sargent who told me a great tale of what he
did in the war. Tere were some P38s that were converted to recons. No guns.
Just cameras. During his time in the Pacific it was his job to fly one of
these and photograph Japanese airstrips on the islands. The Japs always left
trees and foliage between the strip and the water so ships or Subs couldn't
see that there was a strip there. Our high altitude ACs with their K-25
cameras could find them but there was not enough detail and the camoflage hid
a lot. Enter the MS.

The secret was to fly high approaching the island and when getting to radar

range to drop down onto the deck at full power, hedge-hop the foliage with cameras blazing. Screeen across the strip, pull up to about 10000 feet, do a wing over and repeat the pass going the other way. He said that one day he was doing this when hopped the foliage and ran into a bunch a japs takeing off right at him. They scattered in all different directions, hitting trees, buildings and each other. He did his usual turn around and photoed the whole mess and them high tailed it for home. When he turned in his films and they were developed, there were all these wrecked planes. The next thing he knew they gave him a bunch of Kill Stickers to put on the nose of his plane. Probably the only Recon Plane to ever to sport little riseing sun stickers in WW2.

Jack

Date: Mon, 17 Apr 2000 15:17:28 -0400 (EDT)
Message-Id: <200004171917.PAA20963@ecunet.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: WANTED TO BUY--HALLICRAFTERS P-26 POWER SUPPLY
From: JOHN.SEHRING@ecunet.org

To: boatanchors@theporch.com

WANTED TO BUY

Hallicrafters P-26 Power Supply. This was made for Halli HA-6 and HA-2 VHF transverters.

-John Sehring (Mon, Apr 17, 2000, Custer SD) UCC WB0EQ

From: "Ed Tanton" <n4xy@att.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: LM, BC-221 Calibration Books
Date: Mon, 17 Apr 2000 15:30:32 -0400
Message-ID: <NBBBJDEEIFDDANGEGHLBKECKJMAA.n4xy@att.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

One potential problem with simply finding-by-listening is the richness of harmonics... there are many, many harmonics, and only the "right" one from the manual is correct-unless you want to correlate it with a spectrum analyzer. At least, the only time I tried NOT using a manual, I kept finding signals that weren't the right ones.

Ed Tanton N4XY <n4xy@arrl.net>

Website: www.qsl.net/n4xy

Elecraft K2 #0057 (FT)

"Do what's right. You'll please some people, and amaze everyone else."

Mark Twain

End of BOATANCHORS Digest 2869
